

The Central Virginia Transportation Authority

May 2026 Update

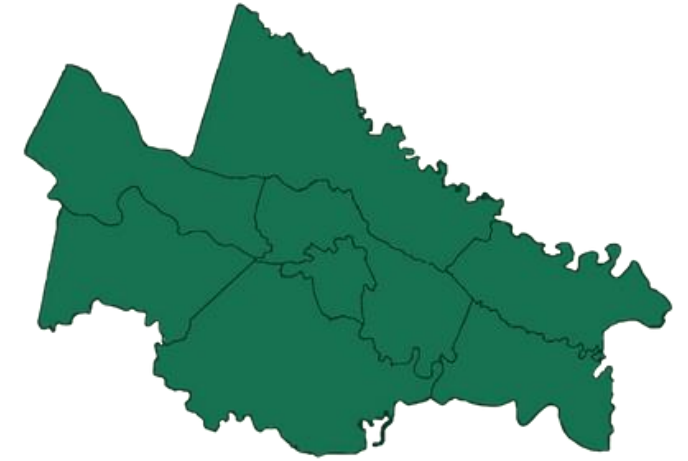
LEGISLATIVE PATHWAY

2013 – Authorities were legitimated

- Northern Virginia and Hampton Roads
- First authorities in Virginia
- Early legal challenges
- Local support was variable
- NVTA 70% Regional / 30% Local
- HRTAC 100% Regional and debt-oriented

2020 General Assembly

- Used HRTAC as a model
- Regional taxing authority more generally accepted
- Seen as a way to compete statewide
- Culmination of years of regional discussions
- CVTA 35% Regional / 50% Local / 15% GRTC

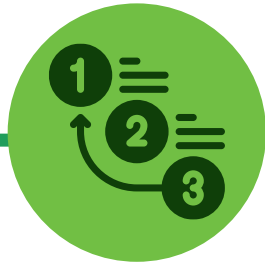


How the CVTA Serves Member Localities & Residents



1 IDENTIFY

The Richmond Regional Transportation Planning Organization (RRTPO) leads transportation planning in the region by identifying priorities in collaboration with residents and interested parties.



2 PRIORITIZE

The CVTA works to collect and pool tax revenues, prioritizing projects at regional levels, based on data-driven scoring.



3 FUND

The CVTA funds transportation projects at the locality level and across the region that align with the plans developed by the RRTPO and the priorities of the Authority.

The Authority administers transportation funding generated through regional fuel and sales/use taxes.



Sales and use tax: 0.7%



Wholesale gas tax *:
 9.3 cents/gallon of gasoline
 9.4 cents/gallon of diesel fuel

* Indexed for inflation

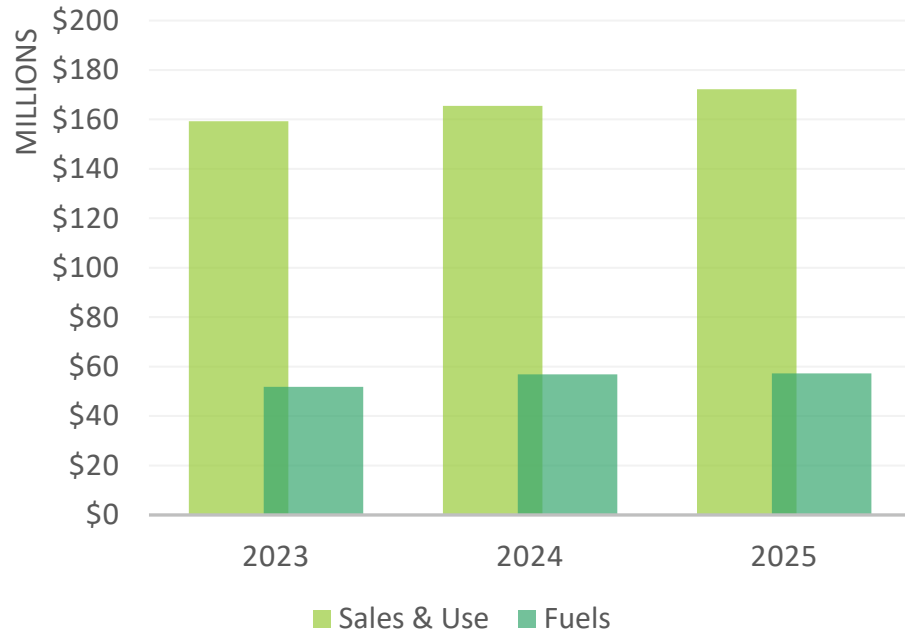
Revenues

Total Receipt of Taxes



Taxes collected from Sales/Use and Fuels have increased incrementally since the creation of the Authority in 2020. These funds are then distributed according to the legislative guidelines for locality, regional, and GRTC proportional allocations.

Year over Year Taxes Collected



Complete financial reports from The Authority can be found at www.cvtava.org

2025

\$229,448,162

Sales and Use:
\$172,219,326

Fuels:
\$57,228,162

2024

\$222,329,187

Sales and Use:
\$165,445,081

Fuels:
\$56,884,106

2023

\$211,035,139

Sales and Use:
\$159,175,280

Fuels:
\$51,859,859

 **CVTA**
Central Virginia Transportation Authority

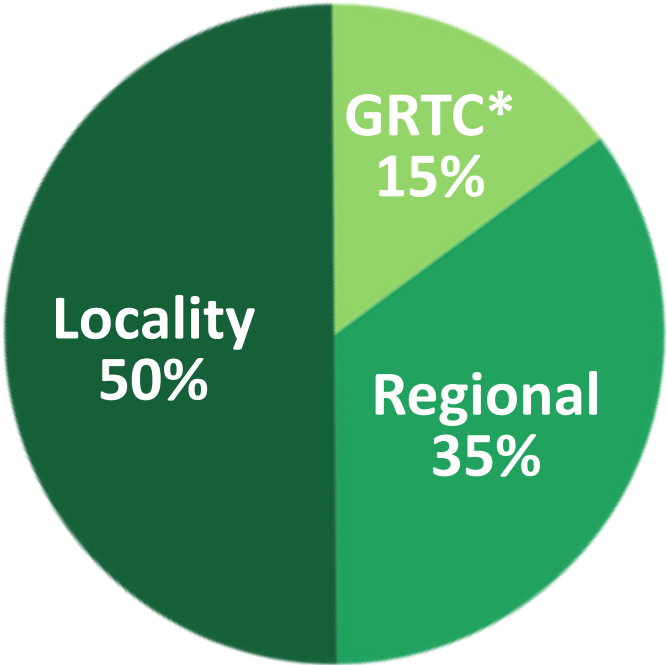
Revenue Distribution

FY 2025 Tax Revenues



Happy AI families paying taxes

The Virginia legislature established the Central Virginia Transportation Authority (CVTA) through House Bill 1541 in 2020. This legislation outlined the specific allocation percentages for the tax revenue generated by the CVTA. Tax revenues for FY 2025 equal \$229,448,162. The majority of that revenue is distributed as follows:



Locality: \$ 114,353,498

Regional: \$ 80,047,448

GRTC*: \$ 34,306,050

* Greater Richmond Transit Company

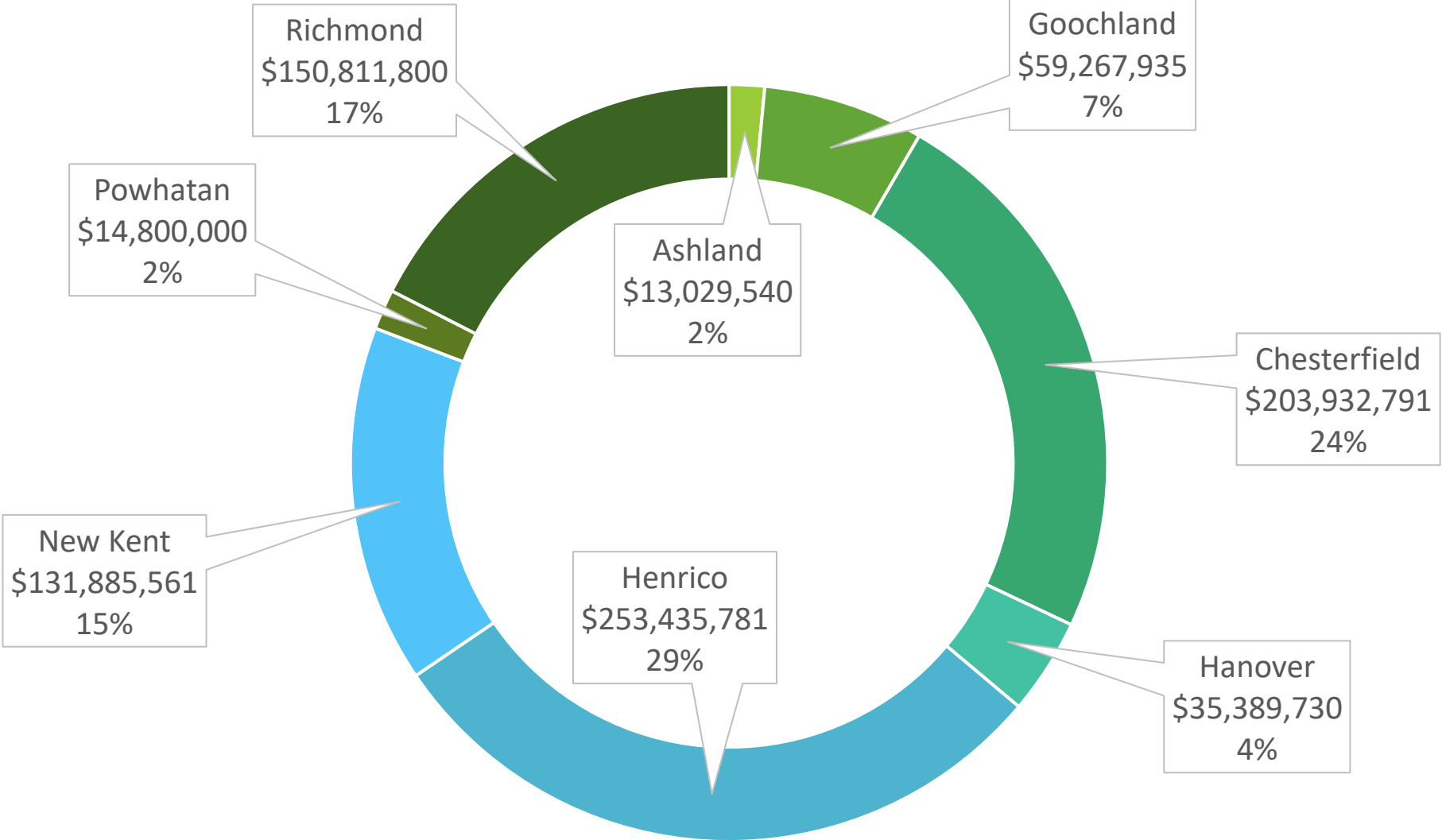


12 new regional projects were approved for funding in FY26 by the Authority.

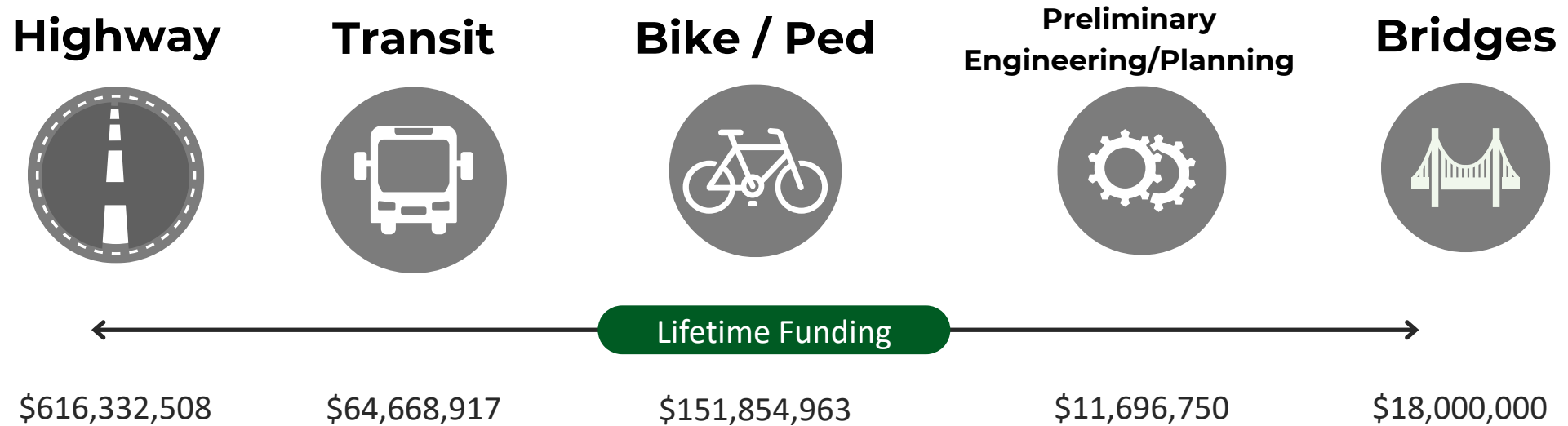
Regional Project Funding

ROUND 4 PROJECT AWARDS -- FEBRUARY 2026

Regionally Funded Projects by Locality, 2021 through 2032



Regionally Funded Projects by Mode, 2021 through 2032

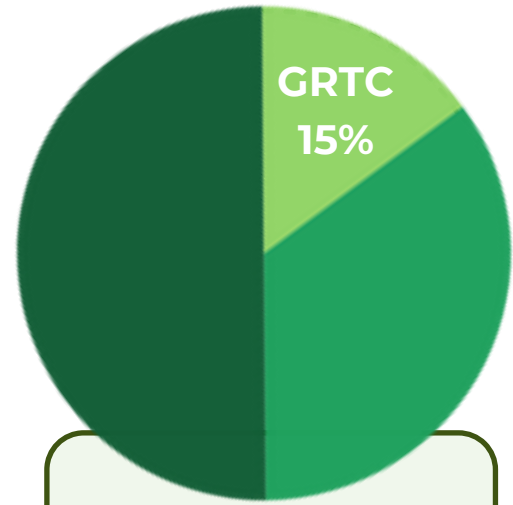


GRTC Funding Commitments



The Greater Richmond Transit Company (GRTC) received \$34,306,050 in FY25 funding for transit and mobility services and other projects.

The 15% funding allocation, set by the Virginia legislature in 2020, ensures that regional transit projects are prioritized and set apart from locality or regional fund distributions, and provide more efficient and comprehensive transit options for the region.



A significant portion of these funds was strategically invested by GRTC to ensure the sustainability of future programs and initiatives.

FY25 Funding Commitment:

\$ 34,306,050

Lifetime Funding Commitment:

\$ 174,404,602



Regional Public Transportation Plan

*Pending grant awards and board approval

GRTC Operating and Capital Budget						
Expense Category	FY2022	FY2023	FY2024	FY2025	FY2026	*Draft FY2027
Operating Expenses	63,212,364	63,700,000	74,100,000	90,370,287	107,000,000	101,000,000
Capital Expenses	30,866,040	17,900,000	22,135,756	55,813,628	43,000,000	50,000,000

Regional Public Transportation Plan CVTA Approved Spending							
Description	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	Draft FY2027
CVTA Revenue - GRTC	16,424,465	29,501,572	32,057,684	30,795,000	33,900,000	35,100,000	36,300,000
CVTA Expenses							
Maintain Service Levels		21,166,707	22,222,423	22,914,000	24,500,000.00	28,600,000	31,200,000
Capital Needs		633,321	407,423	494,635	1,000,000.00	1,200,000	2,000,000
Studies (RPTP, Micro)		400,000	400,000	250,000		250,000	
Restricted Reserve							
Restricted Reserve	16,424,465	7,301,544	9,027,838	7,136,365	8,400,000	5,050,000	1,900,000
Interest		55,642	593,281	1,548,742	1,817,632	1,880,008	

- GRTC uses funds accrued in the prior year for the next fiscal year's operations
- Estimated total CVTA transit funding to be accrued by June 30, 2026 is \$35.1M
- \$33.2M of CVTA funds to maintain service levels and capital/grant matches
- \$1.9M difference in funds to a restricted reserve for future use.
- Projected total CVTA transit funds distributed in FY2027 are \$36.3 million to be put into restricted reserve.

§ 33.2-3700.

- *Fifteen percent shall be distributed to the Greater Richmond Transit Company (GRTC), or its successor, to provide transit and mobility services in Planning District 15.*
- *The projects and other transportation purposes supported by the revenues shall be approved by the Authority.*
- *The GRTC shall create a separate, special fund in which all revenues received shall be deposited.*
- *The GRTC shall develop a plan for regional public transportation within Planning District 15 in collaboration with the Richmond Regional Transportation Planning Organization in conformance with the guidelines required by § 33.2-286.*
- *The GRTC shall annually provide to the Authority sufficient documentation, as required by the Authority, showing that the revenues distributed under subdivision D 2 were applied in accordance with Authority approval and the guidelines required by § 33.2-286.*
- *The Authority shall develop a prioritization process based on an objective and quantifiable analysis that considers the benefits of projects relative to their cost.*
- *Continued responsibilities for local transit funding. No locality embraced by the Authority shall reduce its local funding for public transit by more than 50 percent of what it appropriated for public transit as of July 1, 2019.*

Regional Allocations

- 35% of tax revenues received
- Used for projects that are not likely to be funded otherwise due to high costs
- Highway, transit, bicycle/pedestrian, bridges, and PE
- Priority is leveraging
- Since 2020, **77 projects** have been supported with \$862.6 million

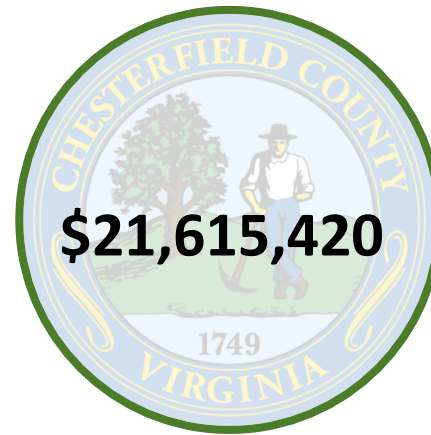
ROUND 4 PROJECT HIGHLIGHTS

Curb and gutter and sidewalk on both sides of the roadway, grass median, turn lanes, and access management improvements. Also includes storm sewer and stormwater management basin construction.



ROUTE 1 - ASHCAKE TO SOUTHERN CORPORATE LIMITS

Construction of a two-lane road with shared use path on new alignment. The project will include grading for a future four-lane road.



POWHITE PARKWAY EXTENDED, PHASE II (WOOLRIDGE RD - GENITO RD)

This project will widen US 33/Mountain Road from 2 to 4 lanes, from the 4 lane section (just north of the Henrico county border) to Route 660 Winns Church Road, plus improvements at that intersection.



US33 AND MOUNTAIN ROAD WIDENING

ROUND 4 PROJECT HIGHLIGHTS

The Beulah Road Closure & Relocation would reroute traffic away from the Sandston Readiness Center, thus allowing the VA Army National Guard direct access to Richmond International Airport for their mission (aircraft operations).



BEULAH RD RELOCATION

Design and construction of three storage tracks, one maintenance platform, a service pit, upgrades to the existing railroad signal system, roadway improvements, a parking lot for staff, and a site building for equipment storage and staff facilities."



FULTON YARD LAYOVER FACILITY

Reconfigure the I-95 at Parham Road full cloverleaf interchange to a diverging diamond interchange to create a safer and more efficient interchange. It will also include a pedestrian bridge for a shared use path across I-95.



I-95 AND PARHAM RD INTERCHANGE IMPROVEMENTS

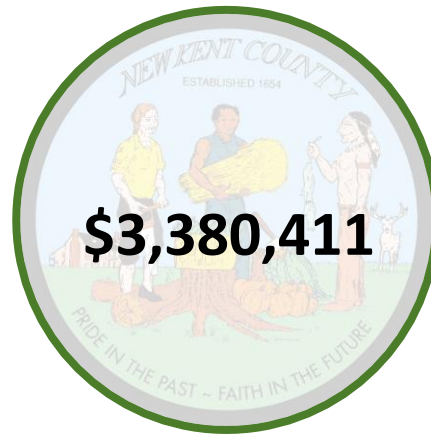
ROUND 4 PROJECT HIGHLIGHTS

Extension of GRTC's Pulse BRT from its current western terminus at Willow Lawn to Parham Road and West Broad Street. This project will construct thirteen (13) BRT station platforms with level boarding along West Broad Street.



PULSE WESTERN EXTENSION
(BRT) - STATIONS

Construct a multi-lane roundabout at Route 249 (New Kent Highway) and Rt 613 (Dispatch Road) with sidewalks in the NW and SE quadrants of the roundabout. The improvements are aimed at achieving operational efficiencies and improving safety.



ROUTE 249 DISPATCH ROAD
ROUNDBOUT

Design and construction of the 75-year old bridge replacement, which will span two existing CSX railway lines and two proposed tracks (high-speed passenger rail and freight). This bridge includes space for people who walk, roll, and bike.



ARTHUR ASHE BOULEVARD
BRIDGE

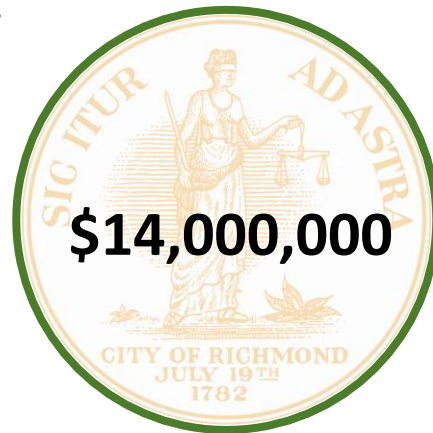
ROUND 4 PROJECT HIGHLIGHTS

Two new bus rapid transit (BRT) dedicated lanes along E. Belt Boulevard (Route 161) between Midlothian Turnpike and Hull Street Road. This project also includes a raised median, 10' shared use path, a 5' sidewalk and a Pedestrian Hybrid Beacon.



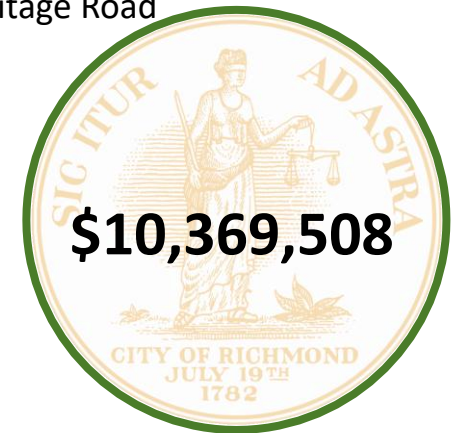
**BELT BOULEVARD TRANSIT
STREETScape**

Converting Oliver Hill Way and 18th Street to two-way streets for connectivity. Roundabouts at Oliver Hill Way and Venable Street, 18th Street and Venable Street, Mosby Street and Venable Street, and Mosby Street/East Leigh Street/O Street.



**SHOCKOE VALLEY STREETS
IMPROVEMENT**

Construction of new neighborhood collector streets, including "Road A" (920 linear feet), "Road B" (1,220 LF), "Road C" (620 LF), and "Road J" (1,370 LF) and new signalized intersections where "Road J" meets Arthur Ashe Boulevard and Hermitage Road



**DIAMOND DISTRICT
TRANSPORTATION INFRASTRUCTURE
PROJECT – PHASE 1A**



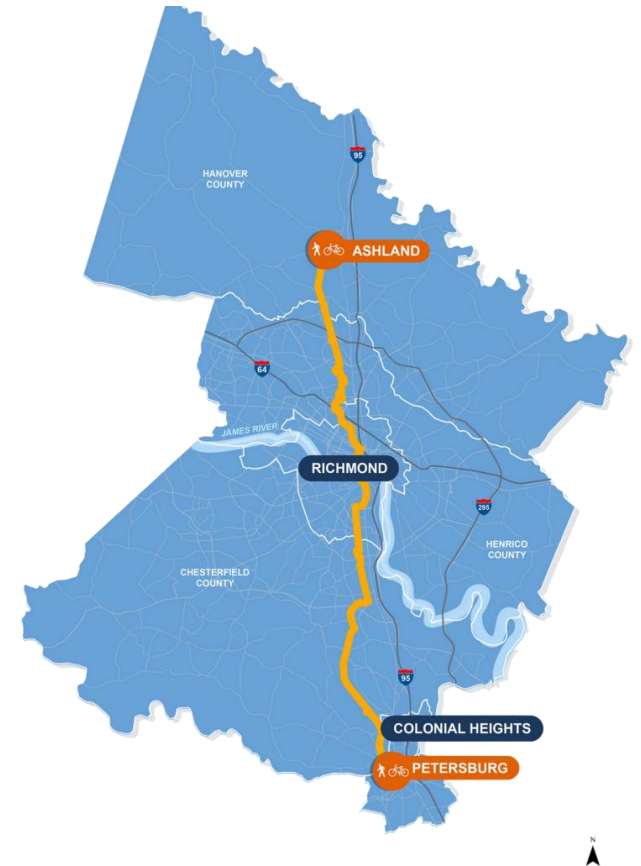
Total Estimate: \$477.4 million
Remaining need: \$195.3 million

VDOT Segments:

- **Northern Section (DB1)** from the Chickahominy River to Ashland
 - Completed Sept 2025
- **Southern Section (DB2)** from the Appomattox River to Route 10
 - Design-Build RFP released Oct 2024
 - NTP June 2025
 - Completion July 2028

Local Segments Funded, Underway or Complete:

- *Henrico*: Park Street, Lakeside Comm Trail 1-3, Brook/Hilliard Road Diet, Villa Park, Longdale
- *Richmond*: Bryan Park, Manchester Bridge, Commerce Ph.1
- *Chesterfield*: Route 1 (Falling Creek – Alcott, Myron – Gettings, Willis - Galena)



What's next?

- DESIGN AND CONSTRUCT COMMITTED PROJECTS
- ROUND 5 REGIONAL FUNDING – FY 2028
- BOND ISSUANCE
- TELL THE REGION'S STORY



Artemis 2 “overview effect” - the realization that everyone back on Earth shares more in common than we realize. Borders and divisions aren't visible from space.

